In the Claims:

1. (Currently Amended) A device for regulating the rotational speed of ~~the~~ a driven rotor of a viscosity coupling ~~liquid friction coupling~~ of a motor vehicle cooling system~~, in particular the fan of the cooling system,~~ and having a setting means that controls ~~the effective~~ liquid flow supplied to the viscosity coupling in accordance with a setting signal, and having a regulator that supplies the setting unit with ~~a~~ said setting signal depending on the deviation of a measured actual speed value from a target speed value, characterized in that the setting unit is supplied with ~~the~~ said setting signal ~~(10)~~ by ~~way of~~ a switch unit ~~(28)~~ switchable between a first switch position in which ~~the~~ said setting signal of the regulator ~~(20)~~ is supplied and a second switch position in which a target speed setting signal ~~(GPWM)~~ is supplied, and in that the switch unit ~~(38)~~ is switched automatically from the first switch position into the second switch position when no measured actual speed value ~~(32)~~ is present.

2. (Currently Amended) The device according to claim 1, ~~characterized in that~~ wherein a control diagram ~~(12)~~ calculates ~~a~~ said target speed setting signal ~~(GPWM)~~ from operating data ~~(14, 16)~~ of the motor vehicle, ~~in that~~ and said target speed setting signal ~~(GPWM)~~ is fed firstly to ~~the~~ said regulator ~~(20)~~ and secondly, to said setting unit by ~~way of~~ the switch unit ~~(28)~~ in its second switch position~~, to the setting unit~~.

3. (Currently Amended) The device according to claim 1, ~~characterized in that~~ wherein an operation amplifier ~~(34)~~ ascertains the presence or absence of the actual speed signal ~~(32)~~ and switches ~~the~~ said switch unit ~~(28)~~ ~~accordingly~~.

4. (Currently Amended) The device according to claim 2, ~~characterized in that~~ wherein an operation amplifier ~~(34)~~ ascertains the presence or

absence of the actual speed signal ~~(32)~~ and switches ~~the~~ said switch unit ~~(28) accordingly~~.

5. (New) A system for regulating the speed of the driven rotor of a viscous coupling of motor vehicle cooling system, said system comprising:

a setting member for controlling the liquid flow supplied to the viscous coupling in accordance with a setting signal;

a regulator for supplying said setting member with said setting signal and depending on the deviation of a measured actual speed value from a target speed value;

a switch unit having a first position for supplying said setting signal to said regulator and a second position for supplying a target setting signal;

said switch unit automatically switching from said first position to said second position when no measured actual speed value is present.

6. (New) A system for regulating the speed of a viscosity clutch, said viscosity clutch having a shearing liquid, said system comprising:

means for calculating a pulse width-modulated target speed setting signal (GPWM);

means for calculating a speed deviation signal;

a regulator for receipt of said GPWM and speed deviation signal and emitting a setting signal;

a setting unit for receipt of either said setting signal or said GPWM; and

a switching member for supplying either said setting signal or said GPWM to said setting unit;

wherein said setting unit controls the flow of shearing liquid to said viscosity clutch.

(7). (New) A process for regulating the speed of a viscosity clutch, said viscosity clutch having a driven rotor and shearing liquid, said method comprising the steps of:

calculating a pulse-width modulated target speed setting signal (GPWM);

calculating a speed deviation signal;

supplying said GPWM and said speed deviation signal to a regulator;

supplying either a setting signal from said regulator or said GPWM to a setting unit through a switching mechanism; and

controlling the flow of shearing liquid in said viscosity clutch thereby regulating the speed of said viscosity clutch.

8. (New) The process as set forth in claim 7 wherein said speed deviation signal corresponds to the deviation of the actual speed of said driven rotor of said viscosity clutch as measured by a sensor.

9. (New) The process as set forth in claim 7 wherein said step of calculating said GPWM comprises supplying operating engine data to a stored diagram.

10. (New) The process as set forth in claim 9 wherein said engine data includes the engine speed and an engagement demand.

11. (New) The process as set forth in claim 7 further comprising determining the presence or absence of a speed signal and thereby switching said switching mechanism.

12. (New) The process as set forth in claim 11 wherein said presence or absence of the speed signal is determined by an operation amplifier.